

# Training and Evaluation Outline Report

**Status: Approved**

**05 Jun 2015**

**Effective Date: 17 Oct 2016**

**Task Number:** 05-PLT-5401

**Task Title:** Perform Aircraft Rescue Firefighting (ARFF)

**Distribution Restriction:** Approved for public release; distribution is unlimited.

**Destruction Notice:** None

**Foreign Disclosure: FD1** - This training product has been reviewed by the training developers in coordination with the Fort Leonard Wood, MO MSCoE foreign disclosure officer. This training product can be used to instruct international military students from all approved countries without restrictions.

## Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	AR 420-1	ARMY FACILITIES MANAGEMENT	Yes	No
	ATP 5-19 (Change 001 09/08/2014 78 Pages)	RISK MANAGEMENT <a href="http://armypubs.army.mil/doctrine/DR_pubs/dr_a/pdf/atp5_19.pdf">http://armypubs.army.mil/doctrine/DR_pubs/dr_a/pdf/atp5_19.pdf</a>	Yes	No
	NFPA 403	Standard for Aircraft Rescue and Fire-Fighting Services at Airports. 2009 Edition	Yes	Yes
	NFPA STDS AND REGS	National Fire Protection Association Standards and Regulations	Yes	No
	TM 3-34.30	Firefighting	Yes	No

**Conditions:** The engineer fire and emergency services (F&ES) team is notified by the airfield control tower of an aircraft emergency incident within their area of responsibility (AOR). The tower provides the team with the type of aircraft, nature of the emergency and alert level during the initial notification. The pre-incident plans for ARFF actions, Technical Order (TO) 00-105E-9, current grid maps and emergency services standing operating procedures (SOP) are available. The element has primary and secondary crash line communications between the fire alarm communications center (FACC) and the air traffic control tower. The element has all assigned personnel and equipment. An armed security escort force is available if the incident occurs outside of a secure base.

Note: The Commander must still determine at what level of training they would want the element to perform. Crawl, walk or run. This can only be determined after consideration as to the units training level.

The Commander prior to evaluating an element in the conduct of the task must determine if it will be conducted in a Live, Virtual, or Constructive environment, additionally it must also be determined which condition as described below that the element will conduct the task. The selection made for this task is at a trained level of proficiency. The commander must determine which of the environments below will best suit the unit and the proficiency level at which the unit is. When conducting crawl or walk level training units should not increase the intensity until the unit has achieved the standards and then unit trainers should include variables that increase proficiency in all conditions.

Note: The condition statement for this task is written assuming the highest training conditions reflected on the Task Proficiency matrix required for the evaluated unit to receive a "fully trained" (T) rating.

Note: Condition terms definitions:

**Dynamic Operational Environment:** Three or more operational and two or more mission variables change during the execution of the assessed task. Operational variables and threat Tactics, Techniques, and Procedures (TTPs) for assigned counter-tasks change in response to the execution of Blue Forces (BLUFOR) tasks.

**Complex Operational Environment:** Changes to four or more operational variables impact the chosen friendly COA/mission. Brigade and higher units require all eight operational variables of Political, Military, Economic, Social, Infrastructure, Information, Physical environment, and Time (PMESII-PT) to be replicated in varying degrees based on the task being trained.

**Single threat:** Regular, irregular, criminal or terrorist forces are present.

**Hybrid threat:** Diverse and dynamic combination of regular forces, irregular forces, and/or criminal elements all unified to achieve mutually benefiting effects.

This task should not be trained in MOPP 4.

**Standards:** The team responds to the aircraft emergency incident and performs ARFF response procedures, rescuing victims at the incident scene without causing further injuries to the victims, or injuring themselves and bringing the incident to termination.

Note: Leaders are defined as the Commander, Executive Officer, First Sergeant, Operations Sergeant, Platoon Leaders, Platoon Sergeants, Squad Leaders, and Team Leaders.

**Live Fire Required:** No

**Objective Task Evaluation Criteria Matrix:**

Plan and Prepare			Execute						Assess	
Operational Environment			Training Environment (LV/C)	Training/Authorized % of Leaders Present at	% of Soldiers Present at	External Eval	% Performance Measures 'Go'	% Critical Performance Measures 'Go'	% Leader Performance Measures 'Go'	Task Assessment
SQD & PLT										
Dynamic (Single Threat)	Night	IAW unit CATS statement.	>=85%	>=80%	Yes	>=91%	All	>=90%	T	
			75-84%			80-90%		80-89%	T-	
Static (Single Threat)	Day		65-74%	75-79%	No	65-79%	<All	<=79%	P	
			60-64%	60-74%		51-64%			P-	
			<=59%	<=59%		<=50%			U	

**Remarks:** None

**Notes:** 1. Each rescue situation is different, and the SFO has the authority to change tactics and use all the equipment and resources available to complete a rescue.

2. All required references and technical manuals will be provided by the local command.

**Safety Risk:** Medium

<b>Task Statements</b>
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**Cue:** None

## **DANGER**

1. Beware of main and tail rotor blades and aircraft armaments. Failure to comply may result in death or permanent injury.
2. Beware of jet engines. Jet engines can ingest the firefighters and overturn vehicles. Failure to comply may result in death or permanent injury.
3. A reciprocating engine that is not properly shut down can restart if the propeller is still turning. Failure to properly shut down a reciprocating engine can result in immediate death, permanent injury, or equipment damage.

Leaders have an inherent responsibility to conduct Risk Management to ensure the safety of all Soldiers and promote mission accomplishment.

## **WARNING**

Beware of wreckage that has sharp, jagged edges that can tear and cut the rescuers and victims. Failure to comply may result in death or permanent injury.

Risk management is the Army's primary decision-making process to identify hazards, reduce risk, and prevent both accidental and tactical loss. All Soldiers have the responsibility to learn and understand the risks associated with this task.

## CAUTION

Responding crews must approach a crash scene cautiously. Aircraft personnel may have been thrown clear or escaped from the aircraft. When responding to an aircraft emergency, all crew members on the emergency vehicle should observe for potential victims.

Identifying hazards and controlling risks across the full spectrum of Army functions, operations and activities is the responsibility of all Soldiers.

### Performance Steps and Measures

**NOTE:** Assess task proficiency using the task evaluation criteria matrix.

**NOTE:** Asterisks (\*) indicate leader steps; plus signs (+) indicate critical steps.

STEP/MEASURE	GO	NO-GO	N/A
+ 1. The fire alarm communications center (FACC) operator monitors radio communications between the engineer F&ES team and the air traffic control tower.			
+* 2. The SFO supervises the engineer F&ES team preparations for conducting ARFF.			
+ a. Team members don personal protective equipment (PPE) and conduct buddy checks before boarding vehicle.			
+ b. All team members are on the vehicle with all safety devices and equipment properly worn before proceeding.			
+ c. The driver takes the quickest and safest route to the scene.			
+ 3. The engineer F&ES team performs the following actions upon arrival at the emergency, as required:			
+ a. Approaches the aircraft with caution and sets up on the aircraft in accordance with unit SOP.			
+ b. Opens and secures rescue and escape paths and keeps spilled fuel from igniting by mass application of extinguishing agents through large-volume turrets and hand lines.			
+ c. Enters the aircraft through normal entrances if possible, or emergency or cut-in entrances if necessary.			
+ d. Initiates emergency shutdown procedures IAW TO 00-105E-9.			
+ e. Requests additional resources, if needed.			
+ 4. The engineer F&ES team rescues victims.			
+ a. Locates and determines condition of injured victims.			
+ b. Evacuates victims immediately if unable to control hazards.			
+ c. Attempts to keep fire away from trapped victims if unable to evacuate them.			
+ d. Removes victims pinned in wreckage without aggravating existing injuries or causing new injuries.			
+ 5. The engineer F&ES team extinguishes the fire after rescuing victims from the wreckage.			
+* 6. The SFO provides status reports throughout the incident duration to the FACC operator.			
+ 7. The engineer F&ES team conducts overhaul of aircraft.			
+ a. Inspects the aircraft thoroughly to ensure no hidden dangers remain.			
+ b. Secures the electrical system and disconnects the batteries.			
+ c. Ensures bodies are tagged, removed and relocated (usually performed by medical authorities).			
+ d. Completes other actions for overhauling in accordance with unit SOP or as directed.			
+* 8. The SFO terminates the incident once it is mitigated or the incident scene is at a point it can be turned over to other agencies.			
+ a. Announces termination of command over the radio for FACC to log.			
+ b. Directs units released from the incident to refit on-scene and announce status when back in service.			
+ c. Releases engineer F&ES teams to return to their respective fire stations.			
+ 9. The engineer F&ES team conducts recovery operations.			
+ a. Conducts preventive maintenance checks and services (PMCS) on all equipment and PPE.			
+ b. Inventories and stores all assigned equipment and PPE in accordance with unit SOP.			
+ 10. The engineer F&ES team conducts an after action review (AAR).			
+ 11. The SFO completes and submits reports to higher HQ in accordance with unit SOP.			

TASK PERFORMANCE / EVALUATION SUMMARY BLOCK							
ITERATION	1	2	3	4	5	M	TOTAL
TOTAL PERFORMANCE MEASURES EVALUATED							
TOTAL PERFORMANCE MEASURES GO							
TRAINING STATUS GO/NO-GO							

ITERATION: 1 2 3 4 5 M

COMMANDER/LEADER ASSESSMENT: T P U

Mission(s) supported: None

MOPP 4: Never

MOPP 4 Statement: None

NVG: Never

NVG Statement: None

Prerequisite Collective Task(s):

Step Number	Task Number	Title	Proponent	Status
	05-PLT-5412	Perform Mission Command Over Firefighting Teams	05 - Engineers (Collective)	Approved

Supporting Collective Task(s):

Step Number	Task Number	Title	Proponent	Status
2.	71-CO-5100	Conduct Troop Leading Procedures for Companies	71 - Combined Arms (Collective)	Approved
11.	05-CO-0018	Conduct Report Procedures	05 - Engineers (Collective)	Approved

OPFOR Task(s):

Task Number	Title	Status
71-CO-8502	OPFOR Execute an Ambush	Approved
71-CO-8504	OPFOR Execute a Reconnaissance Attack	Approved

Supporting Individual Task(s):

Step Number	Task Number	Title	Proponent	Status
	052-249-1102	Perform Fire Pump Operations	052 - Engineer (Individual)	Approved
	052-249-1103	Don Protective Clothing	052 - Engineer (Individual)	Approved
	052-249-1111	Load a Hose	052 - Engineer (Individual)	Approved
	052-249-1113	Advance a Hose Line	052 - Engineer (Individual)	Approved
	052-249-1114	Operate a Nozzle	052 - Engineer (Individual)	Approved
	052-249-1118	Conduct Ventilation Procedures	052 - Engineer (Individual)	Approved
	052-249-1121	Conduct Salvage Operations	052 - Engineer (Individual)	Approved
	052-249-1122	Conduct Overhaul Operations	052 - Engineer (Individual)	Approved
	052-249-1123	Communicate With Hand Signals	052 - Engineer (Individual)	Approved
	052-249-1124	Calculate Pump Operating Pressure	052 - Engineer (Individual)	Approved
	052-249-1128	Gain Access to an Aircraft Using Forcible-Entry Techniques	052 - Engineer (Individual)	Approved
	052-249-1129	Perform Aircraft Emergency Shutdown Procedures	052 - Engineer (Individual)	Approved
	052-249-1131	Perform Rescue Carries	052 - Engineer (Individual)	Approved
	052-249-1136	Operate a Fire Extinguisher	052 - Engineer (Individual)	Approved
	052-249-1137	Operate a Self-Contained Breathing Apparatus	052 - Engineer (Individual)	Approved
	052-249-1144	Operate the Turret(s) of a Firefighting Apparatus	052 - Engineer (Individual)	Approved
	052-249-1149	React to Various Fire Behaviors	052 - Engineer (Individual)	Approved
	052-249-1162	Perform Hose Load Finishes	052 - Engineer (Individual)	Approved
	052-249-1165	Extinguish an Ignitable Liquid Fire	052 - Engineer (Individual)	Approved
	052-249-1178	Rescue Victims from an Aircraft	052 - Engineer (Individual)	Approved
	052-249-1179	Respond to a Tactical Emergency as a RAMS Team Member	052 - Engineer (Individual)	Approved
	052-249-2101	Test a Fire Hose	052 - Engineer (Individual)	Approved
	052-249-2113	Manage a Personnel Accountability System	052 - Engineer (Individual)	Approved
	052-249-2115	Respond to an Aircraft Emergency	052 - Engineer (Individual)	Approved
	052-249-2117	Direct Stand-By Operations	052 - Engineer (Individual)	Approved
	052-249-3101	Maintain Records and Reports	052 - Engineer (Individual)	Approved
	052-249-3105	Supervise an Aircraft Firefighting Operation	052 - Engineer (Individual)	Approved
	052-249-3121	Supervise a Rescue Air Mobility Squadron Team Mission	052 - Engineer (Individual)	Approved
	052-249-4113	Perform Incident Command of an Aircraft Crash Site	052 - Engineer (Individual)	Approved
	081-831-1008	Perform First Aid for Heat Injuries	081 - Medical (Individual)	Approved
	081-831-1045	Perform First Aid for Cold Injuries	081 - Medical (Individual)	Approved
	081-COM-1007	Perform First Aid for Burns	081 - Medical (Individual)	Approved

**Supporting Drill(s):** None

**Supported AUTL/UJTL Task(s):**

Task ID	Title
ART 6.6.1.7	Provide Fire and Emergency Services

#### TADSS

TADSS ID	Title	Product Type	Quantity
No TADSS specified			

#### Equipment (LIN)

LIN	Nomenclature	Qty
No equipment specified		

#### Materiel Items (NSN)

NSN	LIN	Title	Qty
No materiel items specified			

**Environment:** Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to the current Environmental Considerations manual and the current GTA Environmental-related Risk Assessment card. .

**Safety:** In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination. .